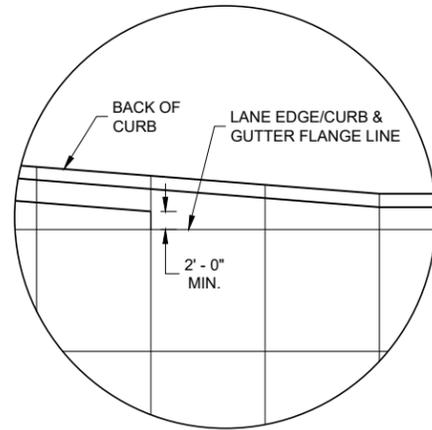
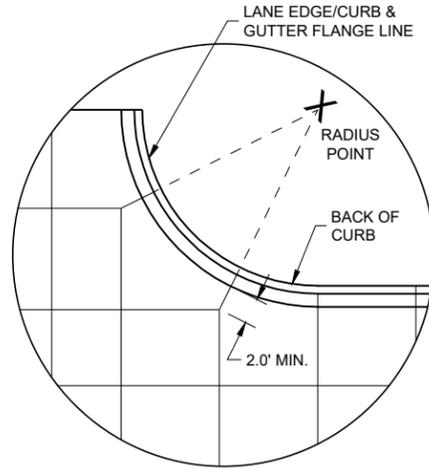


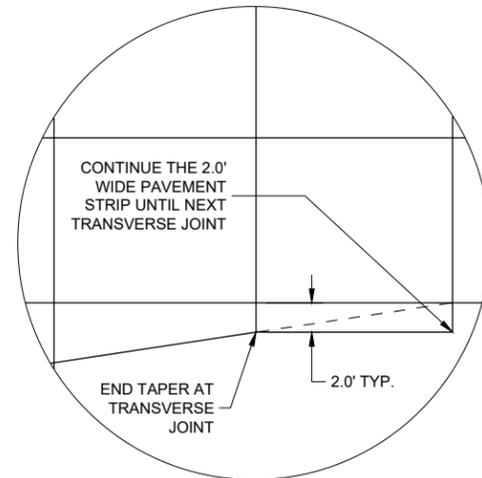
**DETAIL "A"**



**DETAIL "B"**



**DETAIL "C"**

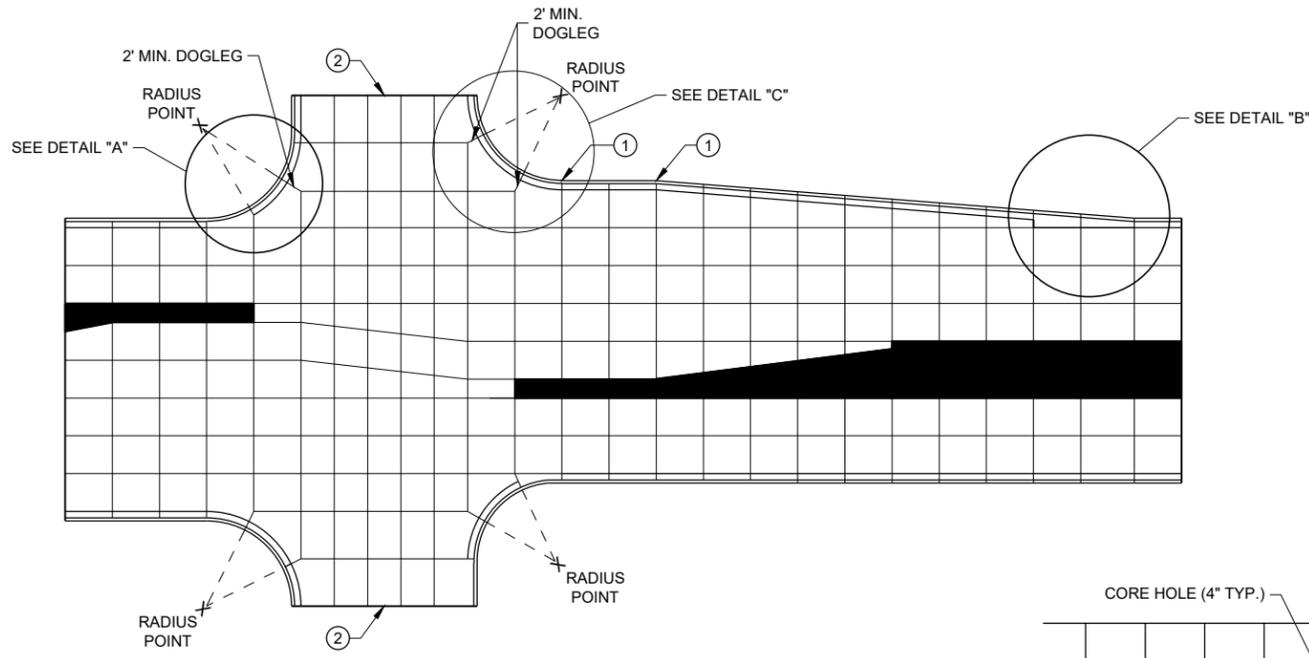


**DETAIL "D"**

**GENERAL NOTES**

- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

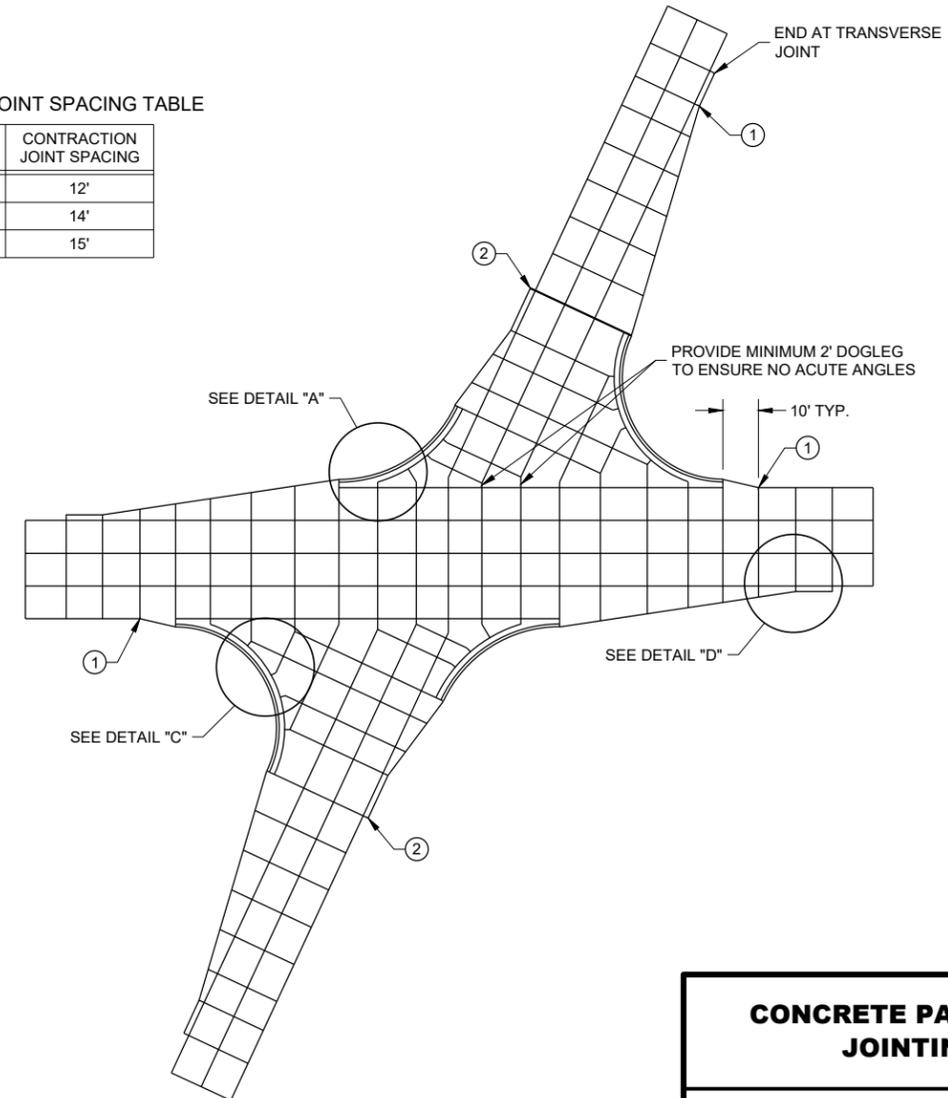
- ① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
- ② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
- ③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



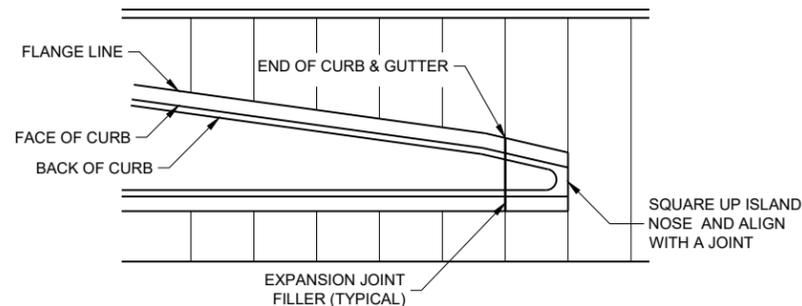
**STANDARD INTERSECTION**

**PAVEMENT DEPTH AND JOINT SPACING TABLE**

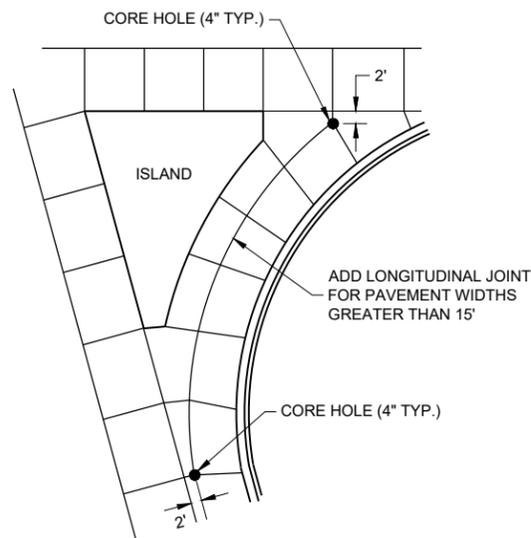
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



**SKEWED INTERSECTION**



**APPROACH TO MEDIAN**



**LARGE RIGHT TURN**

**CONCRETE PAVEMENT JOINTING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



# SDD 13C18-b Concrete Pavement Steel Reinforcement

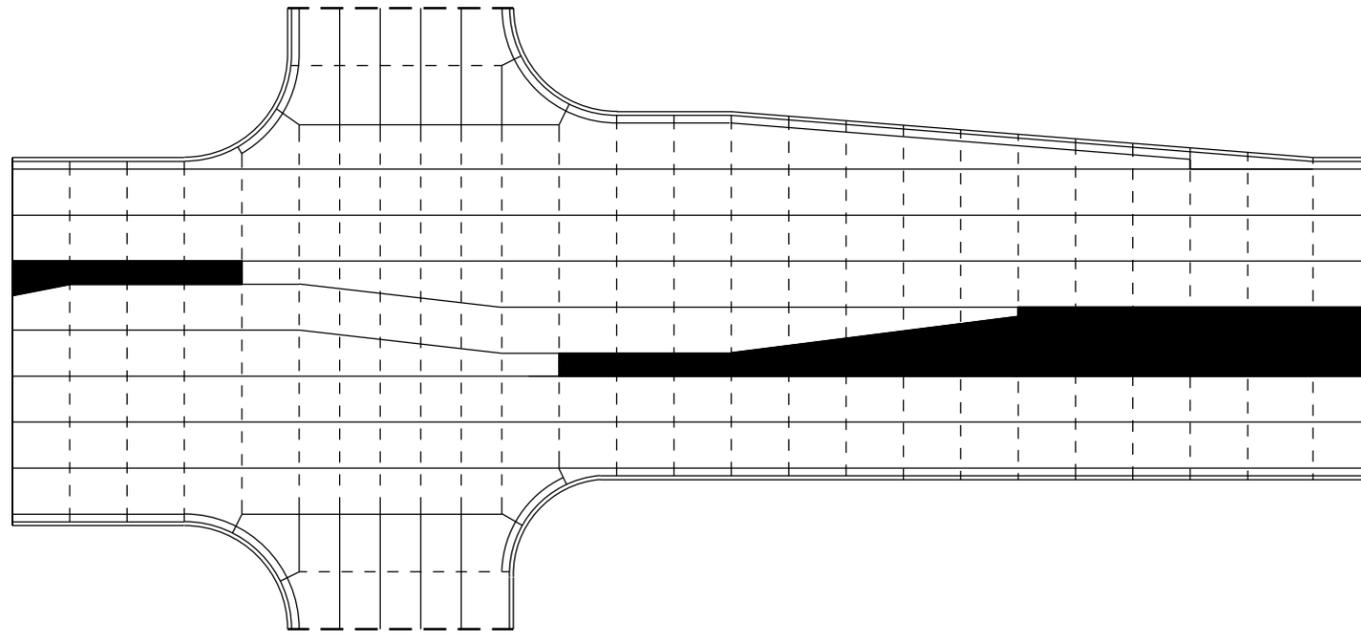
## LEGEND

- POTENTIAL DOWELED EXPANSION JOINT
- - - DOWELED JOINT
- TIED JOINT

## GENERAL NOTES

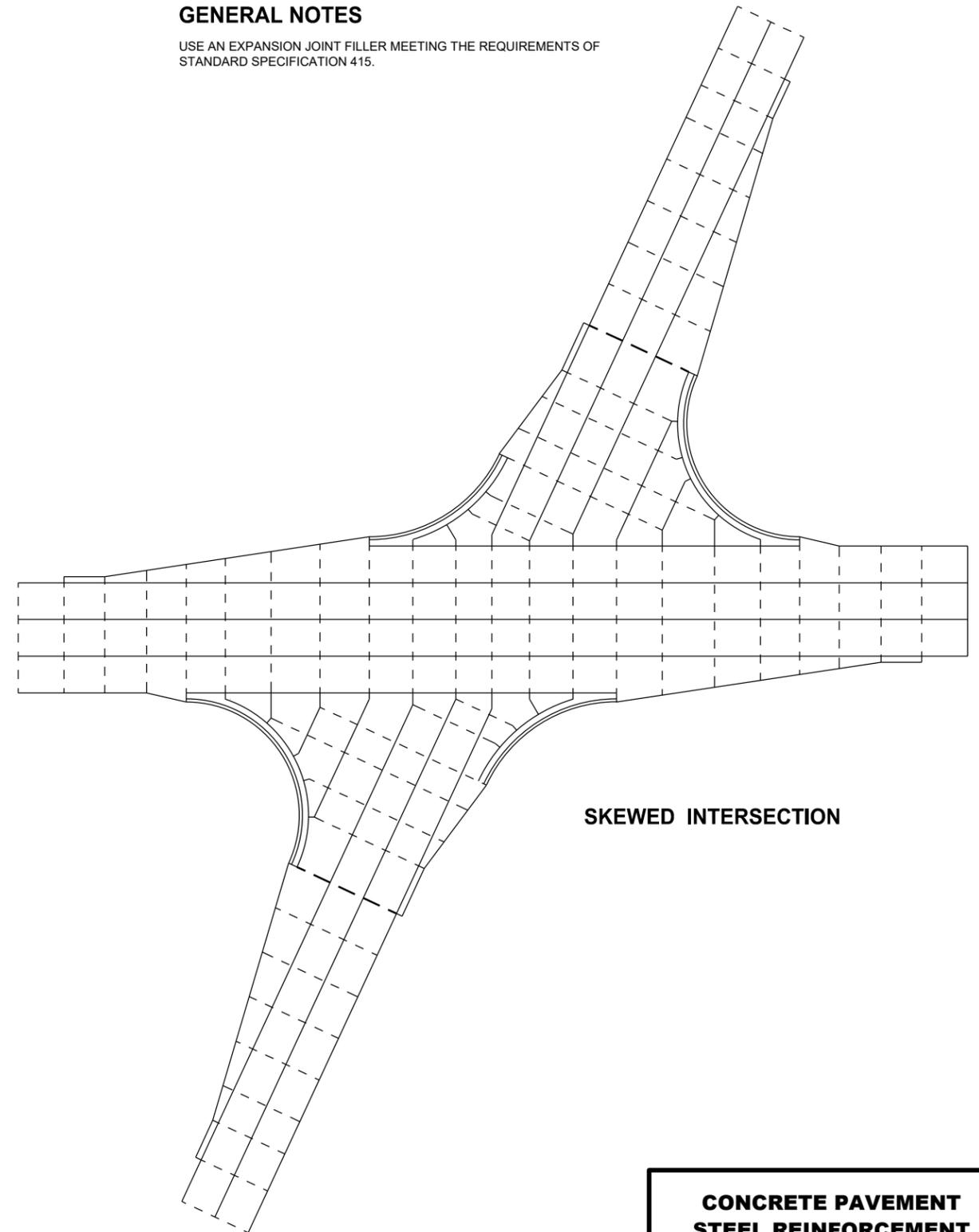
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

6



STANDARD INTERSECTION

6



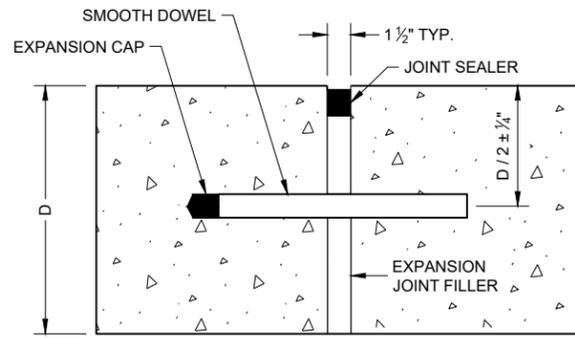
SKewed INTERSECTION

SDD 13C18 - 07b

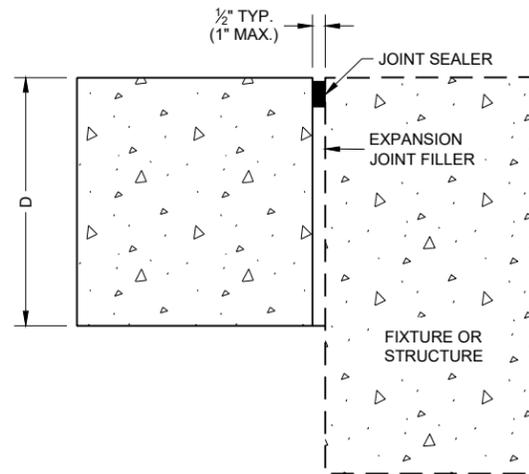
SDD 13C18 - 07b

**CONCRETE PAVEMENT  
STEEL REINFORCEMENT**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**DOWELED TRANSVERSE** ①



**UNTIED - LONGITUDINAL**

**EXPANSION JOINTS**

**TIE BAR TABLE**

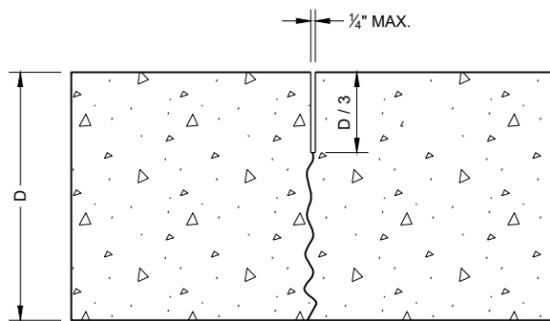
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24" **

\* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

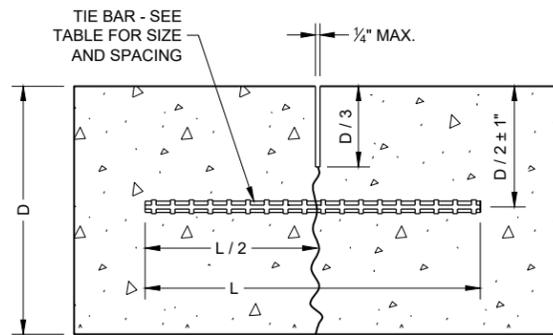
\*\* CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

**GENERAL NOTES**

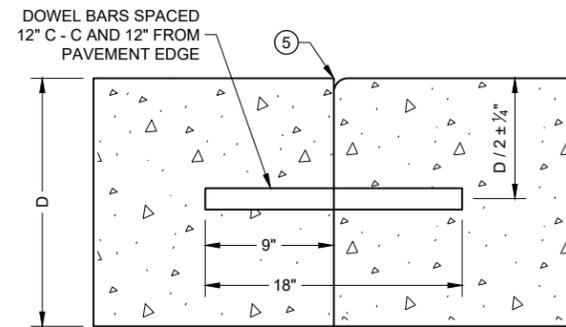
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
- ④ CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
- ⑤ IF JOINT IS FORMED, PROVIDE A 1/4" RADIUS.
- ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



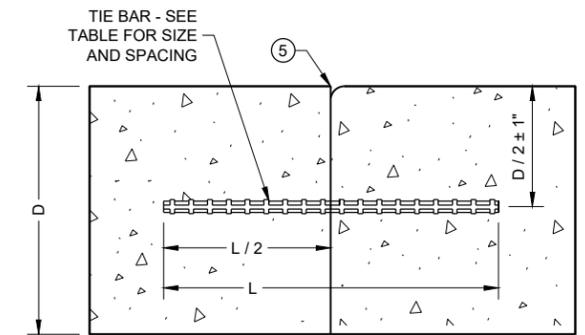
**UNDOWELED TRANSVERSE**



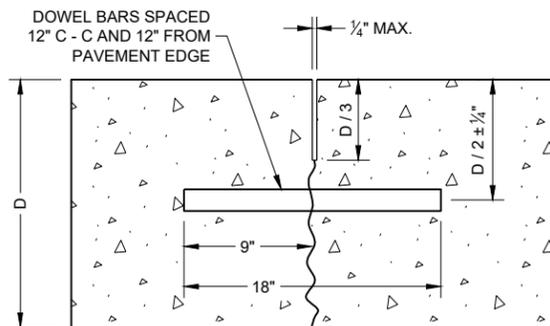
**TIED LONGITUDINAL**



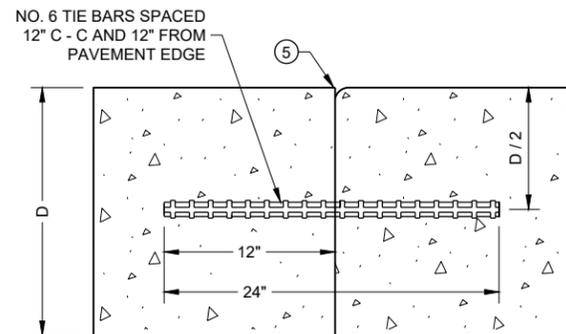
**DOWELED TRANSVERSE** ③



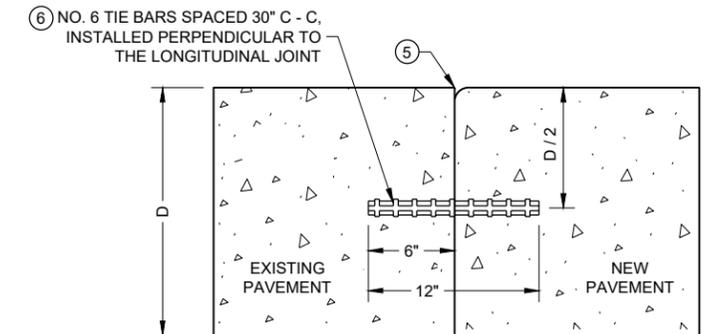
**TIED LONGITUDINAL**



**DOWELED TRANSVERSE**



**TIED TRANSVERSE** ③  
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



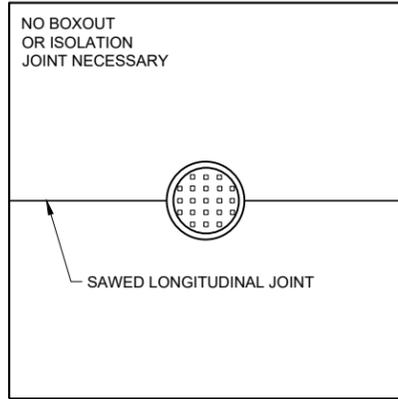
**TIED LONGITUDINAL TO EXISTING**

**CONTRACTION JOINTS** ②

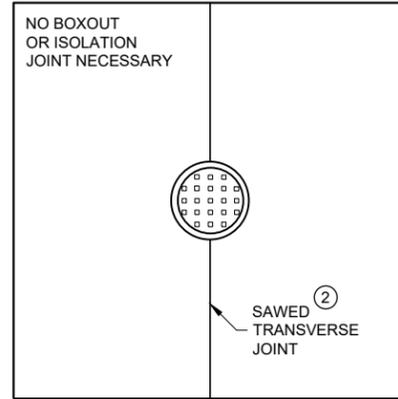
**CONSTRUCTION JOINTS** ④

**CONCRETE PAVEMENT  
JOINT TYPES**

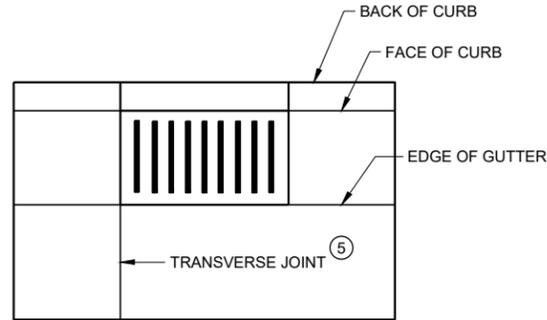
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**MANHOLE WITH LONGITUDINAL JOINT**



**MANHOLE WITH TRANSVERSE JOINT**

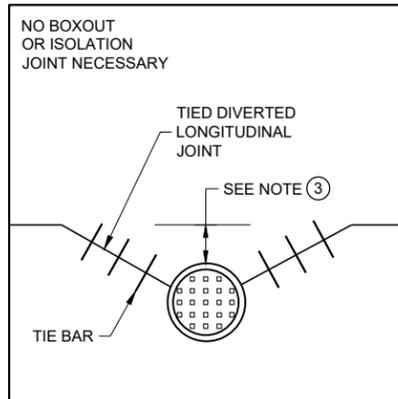


**INLET WITH TRANSVERSE JOINT**

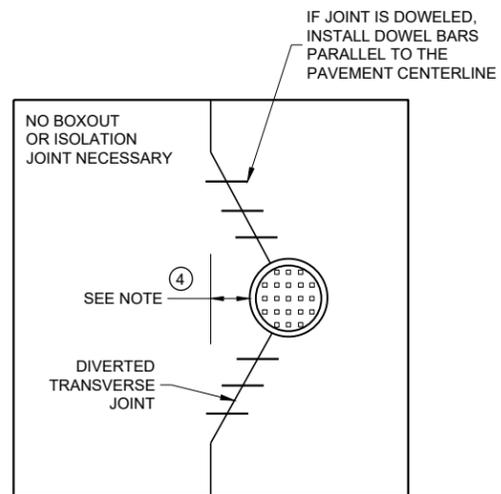
**GENERAL NOTES**

- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- ④ IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
- ⑤ ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

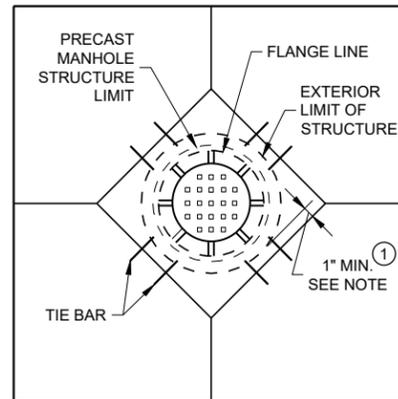
6



**MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT**



**MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT**



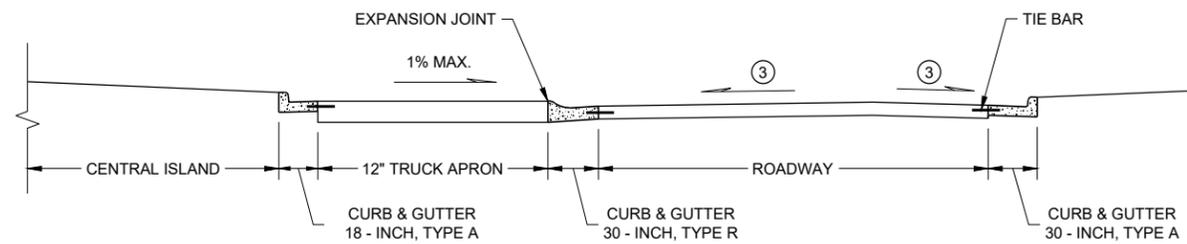
**DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS**

6

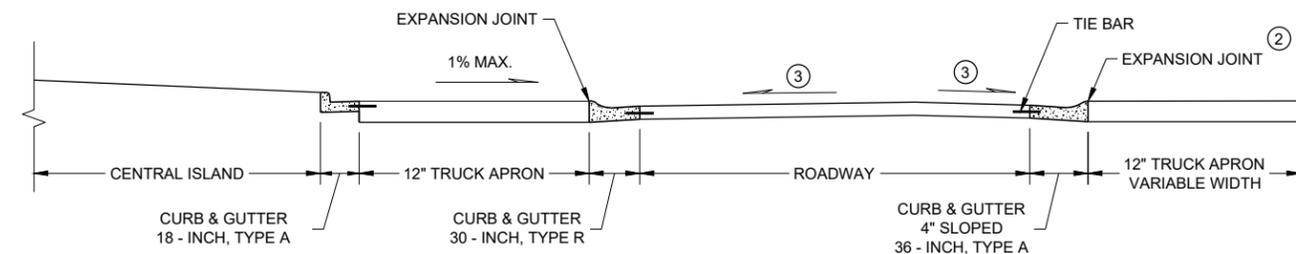
<b>CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2018 DATE	/s/ Peter Kemp P.E. PAVEMENT SUPERVISOR
FHWA	



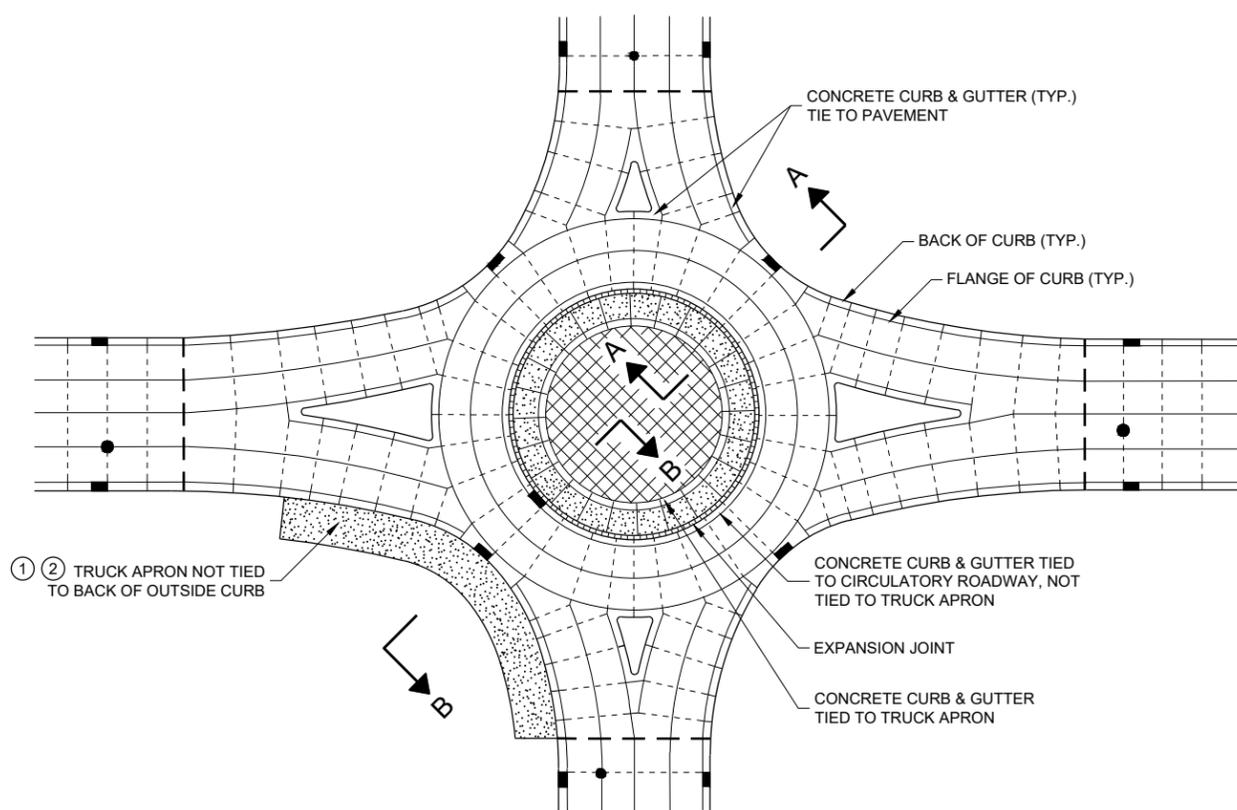
# SDD 13C18-e Concrete Pavement Jointing and Steel Reinforcement in Roundabouts



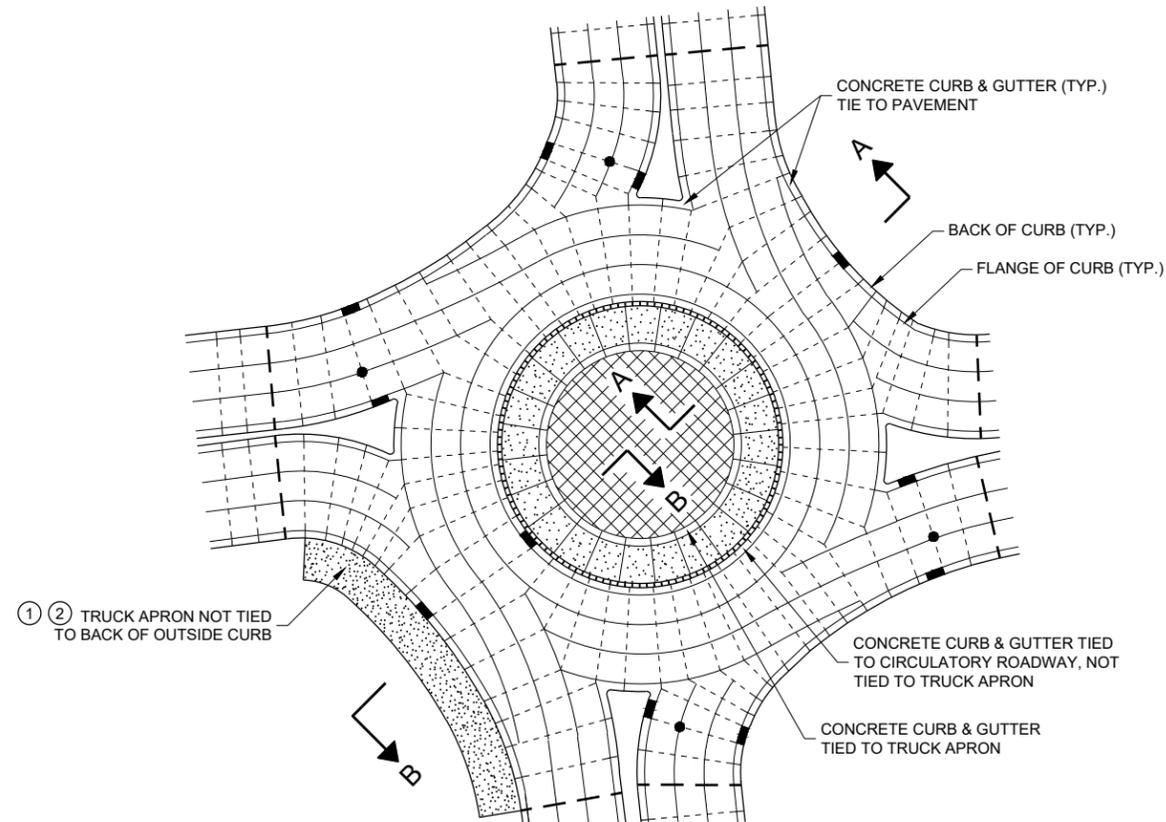
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

## GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"  
USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.  
DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

- ① DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.
- ② TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.
- ③ CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

## LEGEND

- DOWELED JOINT
- TIED JOINT
- ===== EXPANSION JOINT
- — — — — POTENTIAL DOWELED EXPANSION JOINT
- [Stippled Box] TRUCK APRON
- [Cross-hatched Box] CENTRAL ISLAND
- ● UTILITY STRUCTURES

## CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2018 /S/ Peter Kemp P.E.  
DATE DATE PAVEMENT SUPERVISOR

FHWA



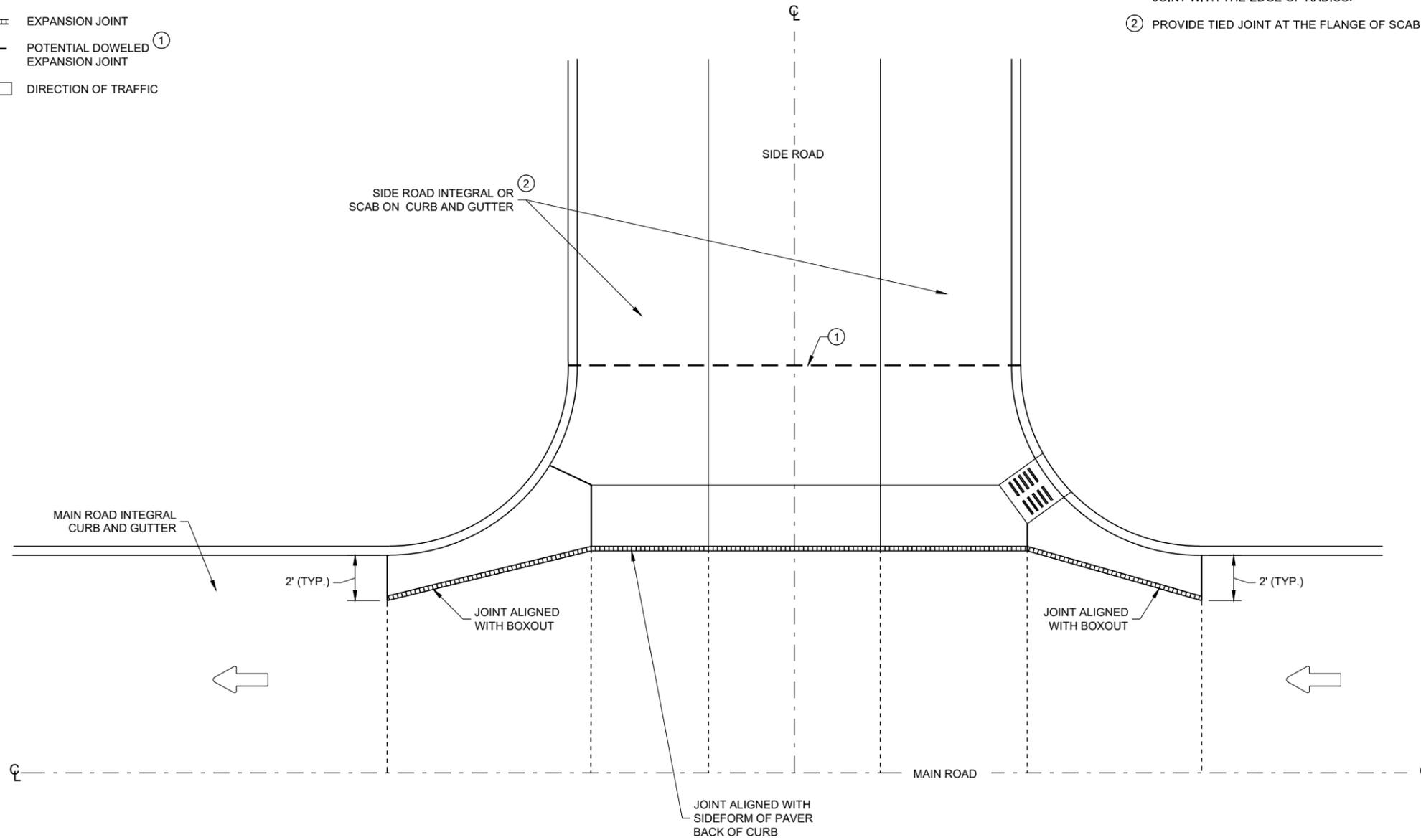
# SDD 13C18-f Concrete Pavement Intersection Boxout for Integral Curb and Gutter

### LEGEND

- DOWELED JOINT
- TIED JOINT
- ▨▨▨▨ EXPANSION JOINT
- — — — POTENTIAL DOWELED EXPANSION JOINT ①
- ← DIRECTION OF TRAFFIC

### GENERAL NOTES

- ① CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.
- ② PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.



INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

### CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

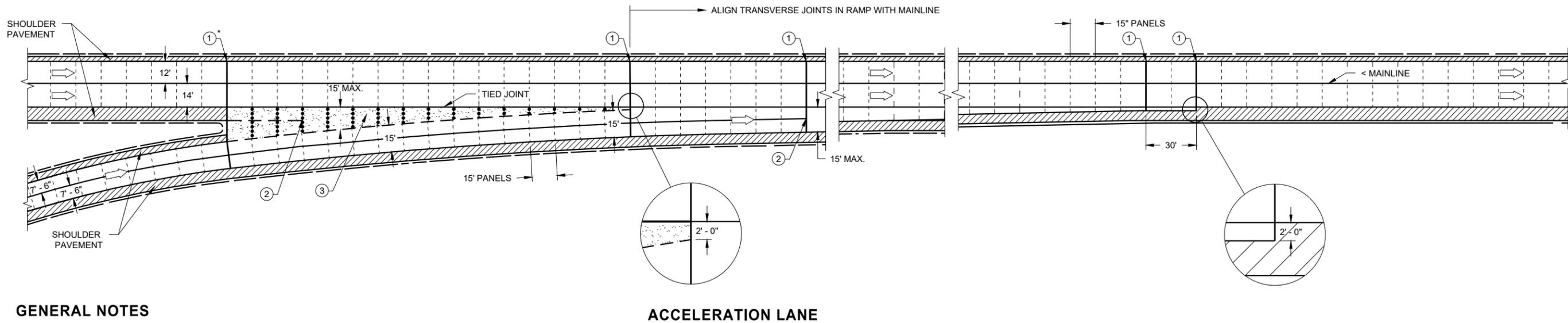
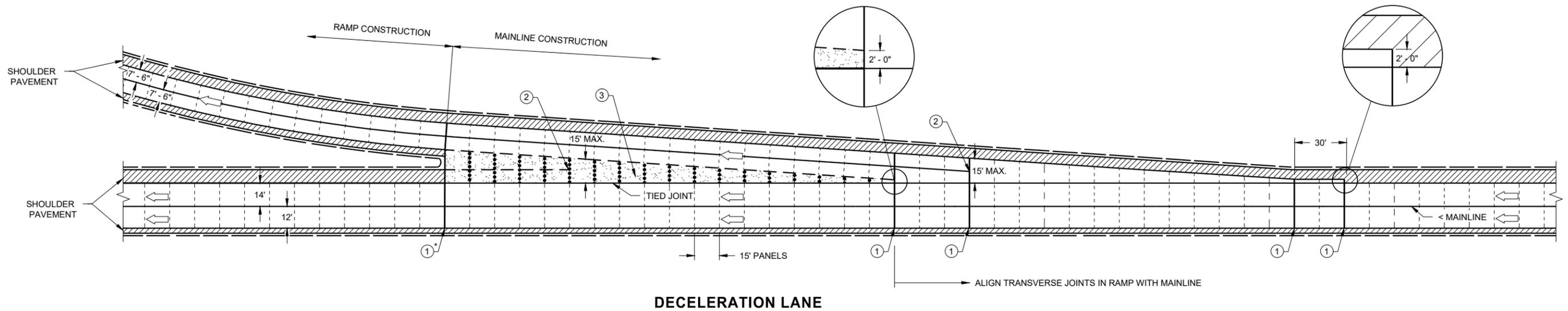
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2018 /S/ Peter Kemp P.E.  
DATE PAVEMENT SUPERVISOR

FHWA



# SDD 13C18-g Concrete Pavement Jointing Acceleration/Deceleration Lane



### GENERAL NOTES

PAVEMENT AND BASE THICKNESS, PANEL LENGTHS, JOINTS AND REINFORCEMENT FOR THE DECELERATION AND ACCELERATION LANES, INCLUDING TAPERS, SHALL BE THE SAME AS THE MAINLINE, EXCEPT WHERE OTHERWISE NOTED.

ALL REINFORCEMENT BARS SHALL BE EPOXY COATED CONFORMING TO SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.

LANE AND SHOULDER WIDTHS MAY VARY FROM SHOWN. SEE CONSTRUCTION PLANS FOR ACTUAL PROPOSED WIDTHS.

- ① CRITICAL TRANSVERSE JOINT LOCATIONS AT PAVEMENT WIDTH CHANGES.  
(①\* IS NOT A CRITICAL TRANSVERSE JOINT WHEN ASPHALTIC GORE IS INSTALLED).
- ② STOP LONGITUDINAL JOINT WITH CORE HOLE (2" TYP.) WHEN IT MEETS THE FIRST TRANSVERSE JOINT LESS THAN 15' WIDE OR STOP LONGITUDINAL JOINT WHEN IT MEETS 2' AWAY FROM THE TIED JOINT OF THE MAINLINE.
- ③ DISREGARD THE JOINT DETAILS IN AND AROUND THE GORE WHEN ASPHALTIC GORE IS INSTALLED.

### LEGEND

- DOWELED JOINT
- ..... UNDOWELED JOINT
- TIED JOINT
- - - - UNTIED JOINT
- ▨ GORE
- ⇨ DIRECTION OF TRAVEL

**CONCRETE PAVEMENT JOINTING  
ACCELERATION/  
DECELERATION LANE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2018 /S/ Peter Kemp P.E.  
DATE DATE PAVEMENT SUPERVISOR  
FHWA

*Concrete Pavement Jointing***References:**[FDM 14-10-10](#)[FDM 14-10-35](#)**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
320.0100 - 0199	Concrete Base (inch) .....	SY
320.0300 - 0399	Concrete Base HES (inch) .....	SY
415.0060 - 0199	Concrete Pavement (inch).....	SY
415.1080 - 1199	Concrete Pavement HES (inch).....	SY
415.5110.S	Concrete Pavement Joint Layout.....	EACH

**Standardized Special Provisions associated with this drawing:**

<u>STSP NUMBER</u>	<u>TITLE</u>
415-020	Concrete Pavement Joint Layout

**Other SDDs associated with this drawing:**

<a href="#">SDD 8D1</a>	Concrete Curb, Concrete Curb & Gutter and Ties
<a href="#">SDD 13C1</a>	Concrete Pavement Longitudinal Joints and Ties
<a href="#">SDD 13C4</a>	Urban Non-Doweled Concrete Pavement
<a href="#">SDD 13C11</a>	Rural Doweled Concrete Pavement
<a href="#">SDD 13C13</a>	Urban Doweled Concrete Pavement

**Design Notes:**

Always include sheets "a", "b", "c", "d" and "f" together in plan sets. Sheet "e" is only needed if the project includes a roundabout. For unique project circumstances that are not covered in this set of SDDs, the contractor shall review the joint layout plan with the engineer.

**Contact Person:**

Peter Kem ☐ (608) 246-5393